HONDA ServiceNews July 2005

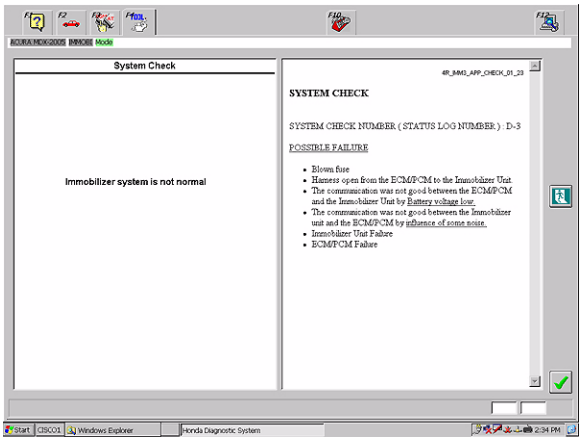
Engine Starting Problems? Check Immobilizer System Status With the HDS

NOTE: This article applies to ’05 Accords, ’05 Civics, ’05 CR-Vs, ’05 Elements, ’05 Odysseys, ’05 Pilots, and ’06 Ridgelines.

Got a vehicle in your shop with an engine that cranks but won’t start, or it does this intermittently? The immobilizer system could be the culprit. To help you with troubleshooting , the immobilizer system includes a "flight recorder" that lets you know whether or not an engine no-start condition was actually caused by the immobilizer system. You access this unit with the HDS. How you do it depends on whether or not you can start the vehicle at that time:

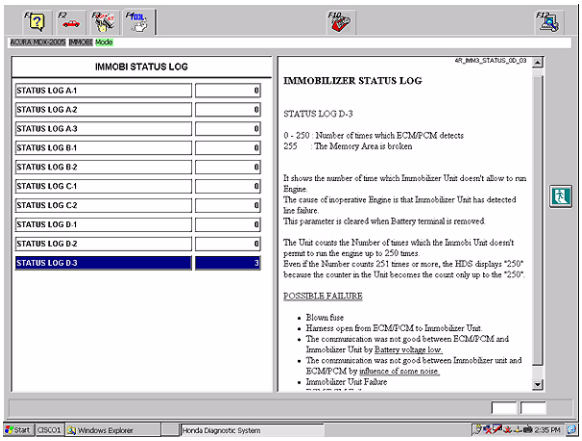
Engine Won’t Start at All

1. Connect the HDS to the 16P data link connector (DLC). Turn the ignition switch to ON (II). Turn on the HDS.
2. At the screen prompts, enter the VIN and the odometer reading.
3. From the **Select Mode** screen, select **Honda Systems**. From the **System Selection Menu**, select **Immobilizer Setup**.
4. Select **Immobilizer Information**, and then select **System Check**.
5. Read the message on the display screen.
   - If the message says **Immobilizer system is normal**, look for other possible causes.
   - If the message says **Immobilizer system is not normal**, fix the problem using the displayed info or refer to **System Check** in section 22 of the appropriate S/M for a list of possible failures. (Online, enter the keyword **IMMOBI**, and select **Immobilizer System Check** from the list.)


System Check
Immobilizer system is not normal
SYSTEM CHECK
SYSTEM CHECK NUMBER (STATUS LOG NUMBER) : D-3
POSSIBLE FAILURE
Blown fuse
Harness open from the ECM/PCM to the Immobilizer Unit
The communication was not good between the ECM/PCM and the Immobilizer Unit by Battery voltage low.
The communication was not good between the Immobilizer unit and the ECM/PCM by influence of some noise.
Immobilizer Unit Failure
ECM/PCM Failure

Engine Intermittently Starts

1. Connect the HDS to the 16P data link connector (DLC). Turn the ignition switch to ON (II). Turn on the HDS.
2. At the screen prompts, enter the VIN and the odometer reading.
3. From the **Select Mode** screen, select **Honda Systems**. From the **System Selection Menu**, select **Immobilizer Setup**.
4. Select **Immobilizer Information**, and then **Immobilizer Status Log**.
5. Check the status log count. You’ll see the list, the status log codes, and the number of occurrences in two columns.
   - If all the status codes indicate **0** occurrences, the immobilizer system isn’t the problem. Continue with normal troubleshooting.
   - If a status code indicates one or more occurrences, highlight that column, and you’ll see an explanation of the code and a list of possible failures. For additional info, refer to **Status Log** in section 22 of the appropriate S/M. (Online, enter the keyword **IMMOBI**, and select **Immobilizer System Status Log** from the list.)


IMMOBI STATUS LOG
STATUS LOG A-1 0
STATUS LOG A-2 0
STATUS LOG A-3 0
STATUS LOG B-1 0
STATUS LOG B-2 0
STATUS LOG C-1 0
STATUS LOG C-2 0
STATUS LOG D-1 0
STATUS LOG D-2 0
STATUS LOG D-3 3
IMMOBILIZER STATUS LOG
STATUS LOG D-3
0 - 250 : Number of times which ECM/PCM detects
255 : The Memory Area is broken
It shows the number of time which Immobilizer Unit doesn't allow to run Engine.
The cause of inoperative Engine is that Immobilizer Unit has detected line failure.
This parameter is cleared when Battery terminal is removed.
The Unit counts the Number of times which the Immobi Unit doesn't permit to run the engine up to 250 times.
Even if the Number counts 251 times or more, the HDS displays "250" because the counter in the Unit becomes the count only up to the "250".
POSSIBLE FAILURE
Blown fuse
Harness open from ECM/PCM to Immobilizer Unit
The communication was not good between ECM/PCM and Immobilizer Unit by Battery voltage low.
The communication was not good between Immobilizer unit and ECM/PCM by influence of some noise.
Immobilizer Unit Failure

Clone Key to Start Vehicle With Donor ECM/PCM

Troubleshooting a '03–04 Pilot or '05 S2000, and you need to install a known-good ECM/PCM from a donor vehicle? To start the vehicle you're working on, you need an ignition key that's cut to fit the ignition switch and has a transponder code that's recognized by the known-good ECM/PCM. Here's how you make one:

1. See S/B 01-077, *Cutting Sidewinder-Type Keys With the MATRIX H Key Cutting Machine*, and cut a T5 programmable key blank (valet) (P/N ILC-35112-T5H) to match the ignition switch of the vehicle you're working on.
2. See S/B 99-053, *Ilco Immobilizer Key Code Duplicator*, and code the key blank's transponder with the code from the donor vehicle's ignition key.
3. Remove the ECM/PCM from the vehicle you're working on. Make sure you write down the VIN on the unit so you don't confuse that ECM/PCM with the known-good ECM/PCM you're going to remove from the donor vehicle.
4. Remove the known-good ECM/PCM from the donor vehicle, and install it in the one you're working on. The ECM/PCM will recognize the transponder code from your cloned ignition key and let you start the engine.
5. When you're done with your repairs, reinstall both ECM/PCMs, and destroy the cloned ignition key.

Snapping or Crackling After Engine Shutoff

Got a customer complaining of hearing a snapping or crackling after shutting off the engine? It's not a problem that needs fixing; in fact, this noise is a normal characteristic of the vehicle. It comes from the muffler as it cools down, and it usually stops after about 30 seconds. But if the noise is really loud compared to other like models, then replace the muffler.

Steering Wheel Shimmy at Highway Speeds

Got a '05 Odyssey in your shop with a noticeable steering wheel shimmy that happens at highway speeds? Balancing the wheels and tires usually takes care of the problem. If it doesn't, then check the toe. At highway speeds, these vehicles are especially sensitive to steering wheel oscillation or shimmy if the toe is out of spec. Set the toe to **maximum toe-in (2.0 mm)**.

Front Windshield Washers Come On and Stay On

In some '05 Odysseys, if you've got the windshield washers on and you turn the ignition switch to LOCK (0), the washers come back on and they stay on the next time you turn the ignition switch to ON (II). And, unless you turn the ignition switch to LOCK (0), the washers just keep squirting washer fluid until the reservoir tank runs dry.

So what's causing this? A software glitch in the under-hood fuse/relay box is the gremlin causing all the mischief. To fix this problem, you've got to replace the under-hood fuse/relay box. All replacement boxes in Honda parts stock have updated relay control module software.

Speedometer Needle Sticks; Won't Go Back to Zero

Got a '01–05 Civic DX or VP in your shop with a speedometer needle that sticks or won't go back to zero? A warped plastic facing on the gauge assembly could be the culprit. When the headlights and instrument panel lights are turned on, heat from the gauge bulbs can soften the plastic facing, causing it to warp and block the needle's path. To fix this problem, replace the gauge assembly.

New Installation Documents Packed With Reman A/Ts

In the May '05 issue of *ServiceNews*, we told you about our efforts to update the installation document package you get with a reman A/T (see the article "Reman A/T Installation Instructions Get a Facelift"). Good news! We've finished the work.

Future reman A/Ts will include these new documents. However, since there's a large inventory of reman A/Ts already in stock, if you order a reman A/T within the next couple of months you'll probably get the original installation document package with it.

To ensure a quality repair, *always* use the latest installation instructions. To help ensure you do, we've added the updated installation instructions to ISIS as a job aid. Click on **SEARCH BY PUBLICATION, Job Aids**, and select **Installation Instructions For Remanufactured Automatic Transmissions** from the list.

Handy Shop Uses for the Canon A75 Digital Camera

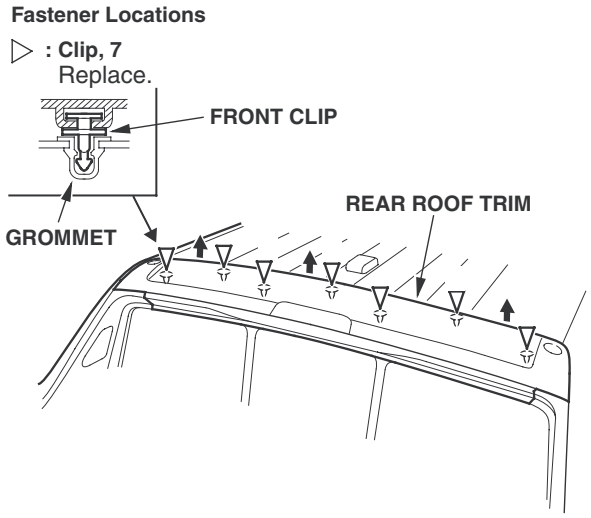
The Canon A75 Digital Camera has a lot more uses in your shop than just being an inspection tool for 2nd gear inspection or a means to send photos to Tech Line. Check out these cool ideas sent to us by **Gordon Caley** of Yenko Honda in McMurray, PA:

- If you're removing a component from your customer's vehicle that's worn or damaged, take a photo of it before you handle it. This way, if your customer should complain about the wear or damage later, you don't get pinned with the blame.
- When taking a complicated component apart, take a few photos as you do it. It's a great reference when putting it all back together.
- If you spot a worn or damaged component on your customer's vehicle, take a photo of it. It's a convenient way to show your customer the problem and could save you the hassle of putting the vehicle back on a lift just to point it out.

Thanks, Gordon, for your valuable input.

Always Replace Rear Roof Trim Clips and Grommets

Anytime you adjust, remove, or detach the rear roof trim on a '06 Ridgeline, you've got to replace the clips and grommets.



This also applies if you're doing any of these procedures:

- R & R of the bed floor or bed side
- R & R of the C-pillar outer trim
- R & R of the EVAP canister
- Installation of the tonneau cover
- Installation of the back-up sensor
- Installation of the rearview camera

The clips and grommets lose half of their holding strength the first time they're detached. If you forget to replace them, the rear roof rim could tear off the vehicle while driving down the road.

Use this handy chart when ordering replacement parts:

Description	P/N	H/C	Qty
Rear Roof Trim, Grommet A	91505-SJC-A01	7985088	1
Rear Roof Trim, Grommet B	91506-SJC-A01	7985096	6
Cowl Top Clip	90602-SX0-003	4634838	7

Loose Seal C on A-Pillar Trim Piece Causes Whistling

Got a '05 Odyssey that whistles under these conditions:

- Going **30 mph** or faster with a crosswind
- Going **15 mph** or slower with a strong crosswind
- Going into a headwind

What's causing this noise is a loose seal C on the A-pillar trim piece. (It's the seal that runs along the A-pillar side.) The seal is peeling off, leaving a gap between the trim piece and the A-pilllar and fender. This gap lets air flow into the tight gap, causing it to whistle.

To check for a loose seal C, tape the gap between the A-pillar trim piece and the fender. If the whistling goes away, then replace the affected A-pillar trim piece with the appropriate part:

- **A-Pillar Trim Piece (Right Side):** P/N 73152-SHJ-A01, H/C 7716301
- **A-Pillar Trim Piece (Left Side):** P/N 73162-SHJ-A01, H/C 7716319

S/M Fix: SRS Component Replacement, '03–04 Pilot

You need to tweak page 23-104 of the 2003–04 Pilot S/M. The list of components recommended for replacement after airbag deployment is wrong. There are no front impact sensors in '03–04 Pilots Cross out all references to front impact sensors on this page.

S/M Fix: Obtaining a Navi DVD, '06 Ridgeline

There's an error on page 23-64 of the 2006 Ridgeline S/M you need to fix. Under **Obtaining a Navigation DVD**, the phone number should read (888) 291-4675 and the website address should read www.honda.com. Mark up your copies of the S/M to reflect this change.

Keeping Tonneau Cover Leaks to a Minimum

The tonneau cover accessory (P/N 08Z07-SJC-100, H/C 8003204) for the '06 Ridgeline wasn't designed to keep out water or dust from the cargo bed area. If you need to keep water leaks to a minimum, here are a couple of tips to follow during accessory installation:

- Use a **15 mm** hole saw when you're drilling the bed liner holes. Smaller-sized holes restrict water flow, causing it to leak through the seals. See steps 7 and 18 of AII 28631-29240, *2006 Ridgeline Tonneau Cover*.
- Lock the front edge of the tonneau cover into the bed rail. See step 47 of the instructions.

No Sound From DVD *i*-VES

NOTE: This article applies to '03–05 Accords, '03–05 Pilots, and '06 Ridgelines.

Not getting any sound from the accessory DVD *i*-VES? Try pressing and holding the DVD player **AUX** button for **3 seconds**. This turns on the FM modulator, so everything should now be coming through loud and clear. But if you're still not hearing anything, then check for loose DIN cable connections between the audio unit and the DVD player.

Can I Tow a 5th Wheel Trailer Behind a Ridgeline?

If you're asked this question by a curious '06 Ridgeline owner, the answer is **NO**. So far, there's been no testing on the chassis and bed to handle such a beast.

Air Temp From Dashboard Vents Aren't the Same

NOTE: This article applies to '98–05 Accords, '98–05 Accord V6s, '01–05 Civics, ''01–03 CR-Vs, and '03–05 Elements.

An undercharged A/C system can cause the air from the left dashboard vent to be warmer by **20 degrees** or more than the air from the right dashboard vent. If you've got a vehicle in your shop with this problem, see S/B 96-012, *Air Conditioning System Performance Test*, and do a pressure-temperature test. If the pressures are low, then add refrigerant to get the correct pressures.

Speedometer Shops Can Transfer Odometer Mileage

NOTE: This article applies to '99–02 Accords, '01–05 Civics, '97–05 CR-Vs, '04–05 Elements, '99–04 Odysseys, and '03–05 Pilots.

If you're replacing the speedometer, odometer, or printed circuit board, it's possible to enter the mileage on the new odometer so the vehicle's mileage stays true. You'll need to order a replacement speedometer, odometer, or printed circuit board, and sublet the work to a speedometer shop that's qualified to change the odometer reading. If you can't find a shop in your area that can do this work at a reasonable price, here are a couple of shops we recommend:

Palo Alto Speedometer, Inc.
718 Emerson Street
Palo Alto, CA 94301-2410
650-323-0243

SPECMO Enterprises
32430 Industrial Drive
Madison Heights, MI 48071
800-545-7910

If you decide to use one of these recommended shops, you'll be instructed to send the replacement part along with the correct mileage that needs to be displayed. After the shop enters the mileage, you'll get back the part so you can install it in your customer's vehicle.

Make sure you check with your state Department of Motor Vehicles (DMV) for any disclosure requirements. You might need to apply a Mileage Disclosure sticker or provide a True Mileage Is Unknown (TMU) notification. If your DMV isn't specific about this, then refer to your dealership's Operations Manual for guidance.

Power Doors Lock By Themselves or Cycle Twice

NOTE: This article applies to '03–05 Accords, '05 Odysseys, and '06 Ridgelines.

An open (ungrounded) driver's door lock knob unlock switch can cause the multiplex-controlled power door locks to lock by themselves or to cycle twice to unlock and then lock.

What's going on is the multiplex control unit "thinks" the driver's door is locked. To try and restore the unlock signal, the system unlocks the door twice. The system then goes back to its default position by locking the doors.

To fix this problem, here's what you need to do:

1. Connect the HDS to the 16P data link connector (DLC). Turn the ignition switch to ON (II). Turn on the HDS.
2. At the screen prompts, enter the VIN and the odometer reading.
3. From the **Select Mode** screen, select **Honda Systems**. From the **System Selection Menu**, select **Body Electrical**.
4. Select **Door Locks**, and then select **Data List**.
5. Scroll down to the driver's door lock (unlock) data, and read the screen. The list says **ON** when the door lock knob is unlocked; **OFF** when it's locked. If the driver's door lock input is incorrect, go to step 6.
6. Check for an open circuit in the WHT/BLK wire between the door multiplex control unit and the driver's power door lock switch. If the wires and connections are OK, go to step 7.
7. Check the lock knob switch ground. If it's OK, then replace the driver's door lock actuator.

ATF Cooler Cleaner Gets Improved Hose-Type Fittings

Starting in August '05, all Honda dealerships will be sent free of charge from the manufacturer new hose-type ATF cooler line fittings for the ATF Cooler Cleaner (P/N GHTTTCF6H).

The original (yellow) hose-type fittngs that come with the cooler cleaner deteriorate with time. The new (black) hose-type fittings are Goodyear ARAMID TOC heavy-duty hoses, and are a lot more durable.

All dealerships will get two of these new hose-type fittings along with a pair of high-quality, worm-style clamps. These are the same type of clamps you were sent earlier this year in the cooler cleaner update kit. When you get these new fittings, junk the yellow ones. To order more black hose-type fittings or more worm-style clamps, call G-TEC, Inc. at **417-725-6400**.

New Software for HDS: Version 1.018.016

During the week of July 25, 2005, all Honda dealerships were sent a new CD containing HDS software version 1.018.016. This new CD sports a brown label that reads "Honda Diagnostic System Installation Disk (VER 1.018.016), July 2005." Your system administrator should have this software already loaded onto the master server.

Here's some important info on 1.018.016:

- System coverage has been added for '06 Accords, CR-Vs, and Odysseys.
- It fixes the problem where the HDS tablet screen goes blank when viewing DTCs. This problem doesn't affect the HDS Pocket Tester or the PC version.

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ASN 30096 (0507)

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